SOUTHERN TRAILS
ISSUE 358 April 2009

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General meetings are usually held at the Canberra Deakin Football Club, Grose St, Deakin at 7.30 pm on the second Tuesday of each month.

Next General Meeting — 14th April at Canberra Deakin Football Club

Guest speaker Frank Rainbow from Coleman Outdoor Products

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting i.e. 17th April 2009

Many members contribute articles and photos to Southern Trails; the role of editor is shared.

This month's magazine has been compiled and edited by Bob and Sylvia Allen, and John and Val. Wiseman

Cover Photos this month by John Wiseman and Bob Allen— places to go

SOUTHERN TRAILS - is the magazine of the ST4WDC Incorporated,
PO Box 661, Fyshwick ACT 2609.
Registered by Australia Post
Print Post No. PP248831/00046
National Library Catalogue No. ISSN 0314-0814
Web Address http://www.st4wdc.org

The opinions expressed in the articles and letters in this magazine are not necessarily those of the The Southern Tablelands Four Wheel Drive Club.

Southern Trails is printed by INSTANT COLOUR PRESS, 21 RAE ST, BELCONNEN, ACT 2617.

All magazine correspondence should be directed to the Publications Coordinator.
Trip reports & articles of interest are very welcome. Contributions may be edited.

We gratefully acknowledge the support given to this magazine by our advertisers and encourage our readers to support and patronise them whenever possible.

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General Meetings are held at the
Canberra Deakin Sports Club, Grose St, Deakin

at 7.30pm on the second Tuesday of each month.

General Meetings are a focal point of the club where members can meet and get information about past and future club activities. Meetings are structured with a minimum of formality. Meetings regularly feature talks from experts on topics of interest ranging from vehicle mechanics to bush lore. Reports on past trips are presented and new trips are announced. Visitors introduce themselves, there is a raffle with generous prizes and a coffee break for catching up with other members. Don't forget to wear your name badge.

Ideas for guest speakers are welcome. Contact Vivian Henderson if you know of someone who could make an interesting and topical presentation.

Many members gather before and after the meeting to enjoy a meal or drink at the club.

Publications

Website *www.st4wdc.org*. The site is used to provide timely information regarding Club activities and variations from previously announced plans. When visiting the site, always check the "What's New" page for recent announcements and current news. Especially, check for any last minute variations to trips you are undertaking.

Southern Trails is the ST4WD Club monthly Magazine.

Trip reports, and articles that are relevant to Club members are welcome, as are photographs and illustrations.

Closing date for all material is the Friday following the monthly meeting. Send contributions to publications@st4wdc.org

Talooge Park

Talooge is the Club's 600+ ha bush block in rugged country east of Bredbo. It is used for training and other club activities, and members are welcome there for private camping, recreation and the simple pleasure of enjoying the bush. Several areas have been set aside for basic bush camping. Some have firewood and long drop toilets, but no other services – no water, no electricity, no phone, very limited mobile phone coverage. Pets and the discharging of firearms are not permitted on the property. Visitors should assume that they are solely responsible for their own wellbeing and be conscious of the risks of fire, snakebite, etc. In an emergency, neighbours Mr Richie Southwell and his sons, can usually be contacted using UHF channel 18.

Many details are on the Club's website, and intending visitors should check there for current access details and other information. Committee members can advise regarding the combination locks securing the gates.

Code of Ethics

These are the rules of conduct that we should all observe when using our vehicles in the bush. We should all take them to heart. Image is a difficult thing to change!!

1. Obey the laws and regulations for Recreational Vehicles that apply to public lands.
2. Respect the cultural, heritage and environmental values of public/private land, by obeying restrictions that may apply.
3. Respect our flora and fauna. Stop and look, but never disturb.
4. Keep to formed vehicle tracks.
5. Keep the environment clean. Carry your own, and any other, rubbish, out.
6. Keep your vehicle mechanically sound and clean to reduce the environmental impact.
7. Adopt minimal impact camping and driving practices.
8. Seek permission before driving on private land. Do not disturb livestock or watering points, leave gates as found.
9. Take adequate water, food, fuel, basic spares and a first aid kit on trips. In remote areas travel with another vehicle and have Royal Flying Doctor Service, or equivalent, in radio contact.
10. Enjoy your recreation and respect the rights of others.
11. Plan ahead and lodge trip details with a responsible person.
12. Support four wheel driving as a responsible and legitimate family recreational activity. Consider joining an affiliated four wheel drive Club.

Training

The Southern Tablelands Four Wheel Drive Club is devoted to providing the best driver training possible. The Driver Training Team provides a range of courses throughout the year. Students are assigned an instructor over the period of the course. The 1:1 instructor/student ratio ensures maximum transfer of skills and experience.

The current courses are:

Main Courses

Basic Driver Training,
Very Difficult Terrain, and
Advanced Recovery (for Grade 4 and 5)

Supplementary Courses

Water Crossing,
Sand Driving,
Mud and Snow,
Practical Map Reading,
Navigation,
Route Planning,
GPS, and
Other specific training relating to Club activities such as camper trailers etc may also be introduced..

Training for Driver Training Instructors

Trainee Instructor,
Assistant Instructor,
Instructor, and
Chief Instructor

Visit the ST4WDC web page for full details which are expanded on in detail in the Driver Training Policy document located under the Training menu tab.

Partners are encouraged to undertake the Basic Driver Education course, and any of the other courses offered from time to time. Unfortunately couples cannot undertake the course at the same time as only one driver per vehicle can be instructed during a training course. Training of a member's child is subject to approval by Club management and only when spare places are available. Couples may attend the Navigation, Map Reading & GPS courses.

A special offer to travelers - Sewing Machine - medium/heavy duty - available for short term loan.

I have custody of a medium duty Singer sewing machine that is ideal for all those small canvas repair jobs or to create new tent peg bags, tool rolls, billy can bags, camp oven bags, etc. How far does your creative imagination go? The machine will handle up to three layers of medium weight canvas and uses very strong upholstery weight nylon thread that is great for reasonably heavy jobs.

Don 02 6161 1880. 0408 649 732

ROSEMARY'S RAMBLINGS

Rosemary Orr

President's Report to the Annual General Meeting - 10 March 2009

It has been a great privilege for me to have been elected the first woman president of ST4WDC. Even though I have been a committee member of this club for a number of years, I have to say that I have found the job of being "the boss" very challenging and I am not sure how the ledger stands but I have had a great time and have been again overwhelmed by the capacity of this club to work and to give.

February 2008 started off with a "bang" with our biannual 4WD Outdoor Recreation and Camping Show held at Queanbeyan. This event is a major one for our club members with everyone pitching in to help run this popular and very successful showcase of 4WD products and club activities. As always our members threw themselves into the organization and running of the show and were part of a very successful committee and promotion weekend. Proceeds from this event again went to chosen charities and to the three clubs participating, to be used to further our clubs activities. My thanks to every one who helped in any way, no matter how small, to make this event such a success.

In April, our members again took to the air and helped out as crews for the Balloon Event. It is always great to see balloons in the sky over Canberra and I hope that members of this club will continue to be involved in the event. Those of us who have been crewing for balloons for a number of years have had a ball. This sport is almost as good as 4Wdriving and you get to be off the ground safely.

2008 saw the purchase of a tractor (the lovely Fergie) for work at Talooge, and as well the erection of a new shed to house the tractor, the fire truck and the club trailers. Fergie has already proved her worth by being used for many jobs which would have been impossible to do by hand. She has saved many man hours and will continue to be a valuable asset in continuing weed control and improvements at Talooge. The shed, of course, will protect the valuable equipment we already have and any that is purchased in the future.

Talooge continues to be improved and has proved a wonderful asset to the club. So much has been done over the past 12 months including continued weed control and tree planting; the erection of the big shelter on Thurbon Flat and maintenance and improvement of our existing facilities.

I don't feel that I need to say more as all of these things have been spoken about and presented to club members throughout the year. But I do feel that I have to speak about the ability of members of this club to work. During our pre-working bee day and our working bee weekend at Talooge in September of this year, members of this club worked themselves to a stand still. I am still amazed at what was achieved over those days and by those who worked on over weekends following. It was a mammoth effort and my heartfelt thanks to all who joined us and gave a helping hand.

I would encourage members not to think of Talooge as just a place where we go to work and where we hold club functions. Talooge is there for every member of this club to enjoy- its peace, its wild life and its challenges. It is yours so please use it.

Throughout 2008 many trips were run and enjoyed by members. Trips to various places in the Brindabellas, Bendethra, Blue Waterholes, Micalong Creek and Wee Jasper, Christmas in July at Laurel Hill, Waratah Flat, Victorian High Country and many more. As well, a bush skills weekend was held at Talooge, and a chain saw course held in conjunction with the SES. There were some great trips in 2008 and I know that there have been and will continue to be great trips throughout 2009. To all our trip leaders, a big thank you for your efforts in keeping our members traveling through the bush and environs.

We cannot forget the competition arm of our club. While they did not enjoy their usual success at Willow Glen (our close friends from the Brindabella club won) they have done their best and competed hard to bring home the trophies for our club. While competition is not everyone's cup of tea, ST4WDC has set the bench mark and other clubs strive to catch up to our high standard. We can be proud of what our competition members have achieved in the past and what they will achieve in the future.

During 2008 our immediate past President, Peter Fenwick, has worked extremely hard to form a Canberra Regional Committee of 4WD NSW & ACT. As a result an MOU between Dept Parks, Conservation & Lands, Environment & Recreation (PCL) and the State Association of 4WD NSW & ACT is to be signed in the near future. This will facilitate dealing with local issues at a local level. We are hopeful that a close working bond can be established between the Department and our Committee to negotiate access to areas which are presently locked away. It is essential that all 4WD clubs in the ACT build up a rapport between the two bodies to bring benefits to both the clubs and the Department.

The spirit and generosity of this club was again shown at our February meeting when almost $3,000.00 was raised by donations and pledges for the victims of the Victoria Bushfires. The heart and the spirit which runs through this club is the reason it is so strong and is the reason this club remains the premier club in the ACT.

In finishing I would like to thank every member of the club for their support during 2008. I would like to thank those members who just go down to Talooge and quietly do their bit. And last but definitely not least I would also like to thank every member of the Committee for all their hard work and support throughout 2008. When you name names you always miss out on someone, so to the Education team, our Property team, our Social team, our Publications team who have lifted the quality of Southern Tails to a new standard and our Committee team, thank you.

It has been a great joy to be a member of this club- an honour to be your President and I am looking forward to the good time and fun times ahead.

Thank you

Rosemary

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Minutes of Annual General Meeting
Southern Tablelands Four Wheel Drive Club
10 March 2009

John Kjar

Those present included the President (Rosemary Orr) and approximately 80 members and 10 visitors. Apologies were received from Catherine Panich, and Ros and Jim Hanigan.

The President opened the meeting at 7.50 pm and welcomed members and visitors. She invited Jim Raleigh, the Vice-President, to chair the remainder of the meeting in the absence of Catherine Panich (Secretary and Returning Officer).

Moved Peter Jolly, seconded Val Wiseman that the Minutes of the 2008 AGM be accepted as read. Carried.

The President presented her annual report for 2008 which included as highlights the extensive volunteer work done by ST4WDC members including crewing for the Balloon Festival, organising the 4WD Caravan and Camping Show, developments at Talooge, the much appreciated driver training, and the important role of trip leaders. Other highlights included raising almost $3000 at the February meeting for the Victorian Bushfire relief appeal, purchase of a new shed and tractor for Talooge, and the establishment of a Canberra Regional committee of the NSW and ACT 4WD Association- one outcome of which is an expected MOU with the ACT Government regarding access to some areas. The President thanked the Committee and Members for contributing to a successful year.

The Treasurer presented the audited financial report for the 2008 calendar year. Highlights included income of $68,104, expenditure of $60,537 and a trading profit of $7567. The Club's savings as at 31 December 2008 were $44,320 and members equity amounted to $102,640 after taking into account the Club loan for Talooge which amounted to $28,456.

Moved Rick Holland, seconded Peter Fenwick the Club appoint JE McKinnon as auditor. Carried.

The Education Coordinator reported three Safe One Basic Driver Training courses were conducted in 2008 together with the Sand and Water Courses. 70 persons were trained in 4WDing in these courses with the help of the 16 person driver training team (15 of whom were qualified driver trainers). A Vote of thanks to the Team was carried with acclamation.

Election of the Committee for 2009.

The Returning Officer stated the following nomination had been received by the due date

President: Rosemary Orr: Nominated by Peter McEncroe, seconded by Peter Watson. Rosemary was declared elected as President.

As no nominations had been received for the position of **Vice-President**, the Chairman invited nominations from the floor. Marj Jones was nominated by Vivian Henderson, seconded by John Kjar. Marj was declared elected.

The Chairman stated the following nominations had been received by the due date, after the withdrawal of four nominations for positions of general member by persons who had also nominated for positions as Office Bearers.

Treasurer: Richard Holland, Nominated by Jim Raleigh, seconded by Helen Sutton

Secretary: Jayne Hines: Nominated by Julie Buttris, seconded by Kerry Lejsek

Education Coordinator: Peter Reynolds: Nominated by Peter Butterfield, seconded by Richard Holland

Events & Trips Coordinator: Richard Brand: nominated by Doreen Mcencroe, seconded by Catherine Panich

Publications Coordinator: Bob Allen: nominated by John Wiseman, seconded by Jim Raleigh

Property Coordinator: John Kjar: nominated by Catherine Panich, seconded by Peter Fenwick

Membership Secretary: David Whiteside: nominated by Jayne Hines, seconded by Marj Jones

General Committee Members

Oung Niennattrakul: nominated by Catherine Panich, seconded by Richard Nipperess

Rob Lejsek: nominated by Jayne Hines, seconded by Peter McEncroe

Vivian Henderson: nominated by Val Wiseman, seconded by Jane Raleigh

Ian Goodacre: nominated by John Wiseman, seconded by John Kjar.

As there was only one nomination for each position, the nominated persons were declared elected. The Chair noted that Peter Fenwick would continue to hold the position of **Past President**.

There being no general business, the meeting was declared closed at 8.10 pm.

Talooge Topics

John Kjar

I am reviewing the Club's Development Plan for Talooge and hope to present a revised plan by mid-year. The review re-examines the expected users and uses for Talooge – eg camping, walking, environmental appreciation, as well as driver training. Based on this outlook, we will need to review what facilities we will need at Talooge – and then prioritise developments over the next say 1, 5 and 10 years – eg camping areas, water supply, tracks, weed control, fire management, equipment etc. If you have any ideas or suggestions on these matters I would be grateful if you could send them to me in an email on property@st4wdc.org

The next working bee at Talooge will be held on 4 and 5 April. We have a range of tasks to suit everyone – from gardening to tiling to carpentry to fixing to building to cleaning out sheds etc - all offers of assistance would be most appreciated. And the Club is providing all meals (except breakfast). See the Events Calendar for further details.

Calendar of events at Talooge

Please advise any additions or corrections by E-mail to Property@st4wdc.org

From	To	Activity	Contact	On
4 April	5 April	Talooge Working Bee	John Kjar	property@st4wdc.org
2 May	3 May	NSW & ACT Assoc DTU Skills Update	Peter Reynolds	0428 623 458
16 May	17 May	Safe One Basic Driver Training	Peter Reynolds	0428 623 458
12Sep	13 Sep	Safe One Basic Driver Training	Peter Reynolds	0428 623 458
14 Nov	15 Nov	Safe One Basic Driver Training	Peter Reynolds	0428 623 458

Please read the trips calendar for details relating to the working bee on 4-5 April – all offers of assistance would be most appreciated.

WANTED TEST TRACK CO-ORDINATOR

In preparation for Promo weekend 2010 we would like a volunteer to act as Test Track Co-ordinator. This is what you have to do:

- Design the test track;
- Arrange for volunteers to build the test track;
- Liaise with suppliers to provide the rock and other material for the test track;
- Be on hand to take delivery of the material for the test track;
- Arrange for the test track to be bedded in prior to the promo weekend;
- Arrange for a Test Track Organiser for the promo weekend;
- Arrange for the maintenance of the track during the promo weekend;

At the conclusion of the weekend arrange for the material to be removed/returned.

There will be many others available to offer support and advice – there will be many others available to lend a hand. **We need someone to co-ordinate the whole thing.**

Please contact Rosemary on 0414 568 358

EVENTS AND TRIPS

Richard Brand

Brief 2008 Report

Year	Event	Service	Social	Training	Trip	Working Bee	Association	Grand Total
1998	1	3	2	15	37			58
1999	3	4	8	13	37	1		66
2000	2	1	4	15	38	3		63
2001	5	3	5	14	45			72
2002	5	3	3	15	54	1		81
2003	6	9	5	17	34			71
2004	5	5	1	13	37	8		69
2005	6			13	21	7		47
2006	2	1	1	15	25	2		46
2007	5	3	4	13	33	7		65
2008	12	1	4	11	28	6	2	64
2009	4		2	12	15	1		34

The table above summarizes the numbers of Events and Trips over the last decade, by calendar year. Like all statistics, it cannot give a full picture, but overall the club calendar is approaching the peak years around 2002 – before Talooge Park came on-stream. It would be nice to be able to report on member involvement in club activities – for example how close in person-days did the Balloon Spectacular come to our involvement in the 4WD Spectacular – but until we have a proper recording system, the data are just not available.

Anecdotally, events like the Bush Skills Weekend were hugely successful, while social events were not so popular and trips varied from well over-subscribed to no-takers. It seems the fuel crisis may have taken its toll toward the end of the year. Monthly meetings have been extremely well patronized, with an expectation that audio-visual aids will be available for trip reports and forthcoming trips. The forward calendar into 2009 is looking very strong.

The biggest innovation this year was the routine use of email to notify members of forthcoming events, especially when these were proposed at short notice. We have also set up a mobile phone Short Messaging Service in order to be able to notify members of emergency situations, such as flash flooding at Talooge Park within minutes.

Subcommittee

This will be my third and last year as Events and Trips Coordinator, and I really want to put energy into making the web site an integral part of trip planning and booking. This means I won't have much time to chase new trips or social events, or to plan training sessions for new trip leaders or for OziExplorer. If you can help, or maybe are thinking of one day taking on this role, or just think we can do better, please offer to join my subcommittee which usually meets round a fire in a pub.

New trips this month head north for Yengo Dreaming on the Anzac long weekend, and the Peel Funkhana near Bathurst the following weekend. We are also heading south to Croajingolong mid-week in late May, and east to Bendethra in June.

Check out the great new trips, and plan on leading a trip or two yourself

Richard Brand
Events and Trips Coordinator

ABOUT TRIPS

TRIP GRADING

For trips in the club's calendar a grading system of levels 1 to 5 is used to assist members in deciding which trips they would most enjoy and which grade suits the driver's level of skill and experience. This system of grading is a guide only. The grade assigned to a trip may change due to weather conditions, and the trip leader should be consulted in such circumstances. The trip leader has the right to deny a request from a driver who is considered not to have the necessary level of skill in 4Wdriving,or whose vehicle is deemed inadequate.

***GRADE 1:** very easy with little, if any 4wdriving involved; will usually consist of a scenic tour or a trip to camp. No 4WD skills are needed.

***GRADE 2:** a relatively moderate 4WD trip with winching and/or towing unlikely. Moderate level of 4WD skills needed, as well as completion of Basic Driver Education Course.

***GRADE 3:** a medium 4WD trip which requires cautious driving; winching should not be required. Good level of 4WD skills needed, as well as completion of Basic Driver Education Course.

***GRADE 4:** a moderately difficult 4WD trip with some winching and/or towing almost a certainty. High level of 4WD skills needed, as well as completion of both the Basic and Advanced Driver Education Courses.

***GRADE 5:** an extremely difficult 4WD trip. Participants must be experienced at traveling over difficult terrain. Winching and/or towing will definitely be required and participants must have all their own recovery equipment. Skill levels the same as Grade 4.

DRIVER EXPERIENCE

Conditions on some trips at Grade 3 and above may prove too difficult for inexperienced drivers. Please advise the trip leader of the level of skill, and vehicle equipment when signing up for such a trip. Members must have attended the 'Safe-One' Basic Vehicle Operation Course before driving on a Club trip above the Grade 1 level, unless they have satisfied the Club's Education Coordinator that they have the necessary experience.

TRIP PLANNING

If you are planning a Trip or Social Event for the Club contact the Club Trips Co-ordinator, preferably at least two months in advance of your chosen dates. This will allow time to give your event a 'good plug' in the Southern Trails, and it helps to avoid clashes with other people's plans. However, if a good event opportunity comes up at short notice our rules are sufficiently flexible to enable a quick approval. Club policy requires that a Club event shall be publicised in the Club magazine, or at a General Meeting of the Club, or on the Club's website in order for it to be considered a formal Club event and so be covered for the purposes of insurance, subsidies and so forth.

For a trip using tracks that are not public roads it is Club policy to confirm with the appropriate authorities that access is permitted on the chosen dates. This includes National Parks, State Forests as well as private property.

CB RADIOS

The Club strongly recommends that a UHF radio be carried to facilitate convoy procedures. UHF channel 14 is used as the standard channel for trips.

FIREARMS & PETS

Firearms are not permitted on club trips. Pets are not allowed in National Parks, otherwise refer to Trip leader.

TRIPS AND EVENTS

4 - 5 Apr Talooge Park Working Bee (2009-026)

Trip Leader:	John Kjar
Email:	property@st4wdc.org
Phone:	6287 7574 (h), 0432 737 440 (m)
Vehicles:	unlimited
Grade:	1
Start:	8:00 AM
Departure:	Williamsdale
Requirements:	The Club will provide lunch, plus morning and afternoon tea on both days and dinner on Saturday night. Bring your own drinks, happy hour food and breakfast. Bring your own handtools for the job you have been assigned.
Description:	There are lots of small tasks to be done at Talloge - and most of them do not require more than just bush skills and basic tools. Details and task lists can be obtained from John Kjar. Where possible, we will assign tasks to volunteers prior to the weekend so you can think about items to bring or purchase.

10-13 Apr Easter ()

14 Apr General Meeting

Start: 7:30 PM

18- 26 Apr NSW Caravan, Camping, 4WD and Holiday Supershow (2009-042)

Description: See http://www.supershow.com.au/ for details

25 - 28 Apr Yengo Dreaming (2009-040)

Note:	New since March magazine
Trip Leader	Vivian Henderson
Email	52vivian@ozemail.com.au
Phone	0407 969 057 (m)
Vehicles	8
Grade	2
Start	8:00 AM
Departure	Service Station Federal Hwy (Eaglehawk Complex)
Maps	1:25000 Howes Valley, Mount Yengo, Moruben, Putty, Wollombi
Requirements	Basic recovery kit, UHF radio, drinking water, happy hour goodies, bed linen, pillows, towels.
Description	Yengo National Park is a lovely area with plenty to see and do- a vast wilderness that is as sacred to the local aboriginal community as Uluru is to the people of central Australia. Parts of the convict built Great Northern Road can still be seen including buttresses, culverts and bridges. We will take the back roads to Wiseman's Ferry then travel up through the NP to the Mountain Arm Camping site where we will spend both nights. After settling in - time permitting - we will watch the sunset from the Burragurra Aboriginal Site (aboriginal rock carvings). On the Sunday, we will travel up Mt Yengo, which is only accessible to those camping overnight and - time permitting –we will go up to the Finchley Trig lookout and the Burragurra Aboriginal Site if we miss the sunset. On Monday, we will spend a leisurely day meandering back to Canberra through some stunning sandstone formations, and picturesque farm-land, which is a photographer's paradise.
Comment	Camping fees are $14 per adult per night and $7 for children aged 5 – 15yrs. This will be exclusive for our use and includes the keys to many locked gates that effectively bar access to day-trippers

TRIPS AND EVENTS

27 Apr **Anzac Day long weekend**

()

1-3 May **Peel Funkhana** **(2009-045)**

Note:	New since March magazine
Trip Leader:	Richard Arranz
Email:	marketing@emailme.com.au
Phone:	6292 4004 (h); 0402 333 747 (m)
Vehicles:	Max 70 entrants, unlimited spectators
Requirements	Camping gear, water, food, clothing, smiles and sense of humour
Description	Organised by the Mororex 4x4 Club, this competition is near Peel about 24km from Bathurst. There are no timed events, and competitor's vehicles will be handicapped within standard, modified or super-modified classes. Spectators are welcome, with communal campfire and canteen facilities providing breakfast, lunch and soft drinks.
Comment	The event proper starts at 9:30 on Saturday with camping from 1:00pm Friday and scrutineering from 7:30am on Saturday. Cost is $70 per competitor, $5 per spectator with children $2.50. Registration closes 18th April.

2 -3 May **NSW & ACT Driver Training Skills Update at Talooge Park** **(2009-032)**

Trip Leader:	Peter Reynolds
Phone:	6251 1258 (h); 0428 623 458 (m)

16 – 17 May **"Safe One" Basic Driver Training at Talooge Park** **(2009-033)**

Trip Leader:	Peter Reynolds
Phone:	6251 1258 (h); 0428 623 458 (m)
Start:	7:30 AM
Departure:	Bredbo Service Station
Description:	This is the Club's official and accredited basic driver education course

24 May **"Safe One" Basic Driver Training Course Follow-up Day** **(2009-034)**

Trip Leader:	Peter Reynolds
Description:	This is day three of the basic driver education course on the 16th and 17th May and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

Travel Tips

1)Be mentally prepared for your trip. Set realistic expectations and standards. (eg if you can't stand dust and dirt, maybe you shouldn't set out on a desert trip where you can't expect a shower every day.)

2)Travelling with companions can add to the safety and enjoyment of a trip, but choose your travelling companions with care, especially for a long trip. Time spent in joint planning and preparation will avoid surprises and misunderstandings on the road.

3) If you are new to travelling or camping, or when you have a new vehicle or camping arrangement, before taking on a big trip, do some short trial trips to test and prepare yourself and your gear.

TRIPS AND EVENTS

25 – 29 May **Point Hicks – Croajingolong NP** **(2009-044)**

Note:	New since March magazine
Trip Leader:	Peter Fenwick
Email:	capan@homemail.com.au
Phone:	6281 5175 (h); 0412 866 375 (m)
Vehicles:	6
Grade:	1
Start:	8:30 AM
Departure:	Williamsdale
Fuel:	Full tank (fuel available on route)
Requirements:	Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, food and water, happy hour supplies.
Description:	Croajingolong is a huge park with estuaries, lakes, rivers, beaches and four wheel drive tracks. Fishing is permitted with plenty of safe boating areas. We will stay at Point Hicks in the National Park in the lighthouse complex. Whale watching is possible – bring binoculars. Visit www.parkweb.vic.gov.au for more information.
Comment:	Cost of accommodation in the lighthouse complex - $290 per couple

8 Jun **Queen's Birthday long weekend** ()

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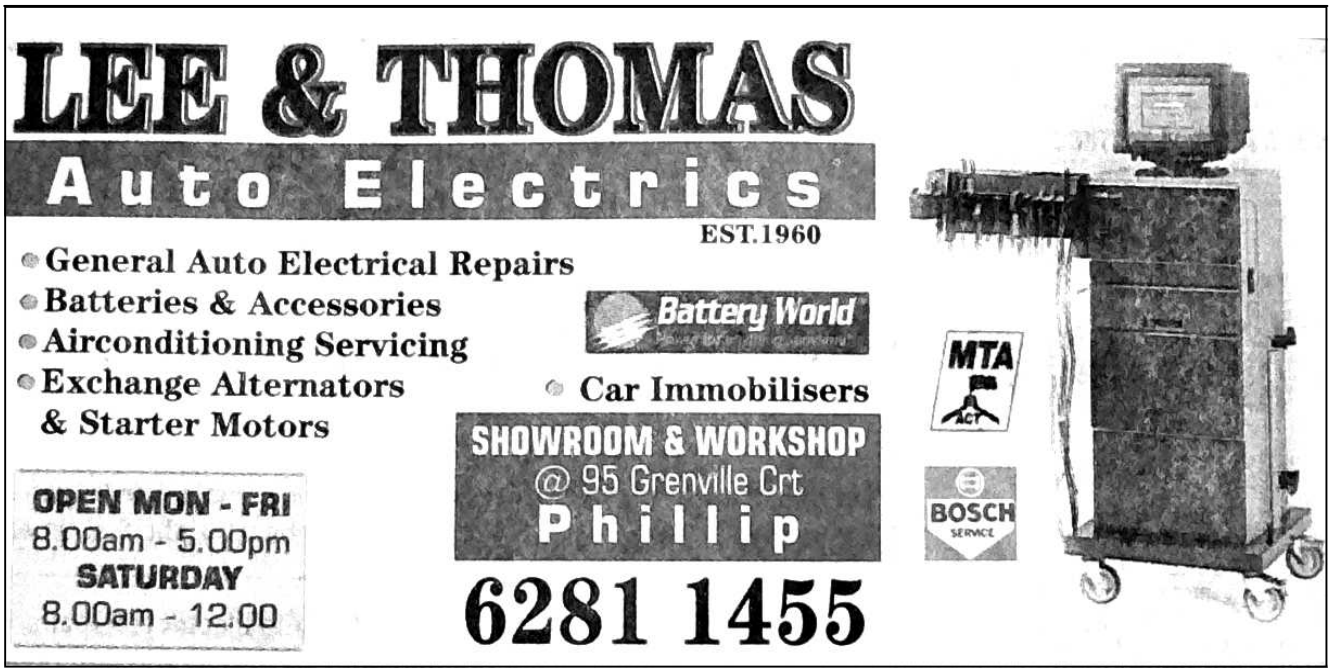
0428 623 458

TRIPS AND EVENTS

6 – 8 Jun **Bendethera** **(2009-041)**

Note:	New since March magazine
Trip Leader:	Warren Shardlow
Email:	warren.shardlow@hotmail.com
Phone:	0409 321 213 (m)
Vehicles:	10
Grade:	3
Start:	8:00 AM
Departure:	Braidwood – side of service station down from pie shop
Fuel:	Full tank (Fuel at Bungendore and Braidwood)
Maps:	South Coast Forest Map (1:150 000)
	1:25000 maps of Araluen, Snowball, Bendethera, Michelago, Colinton, Tinderry, Jerangle, Whinstone, Burrumbela
Requirements:	Basic driver training, basic recovery gear, UHF radio, good off-road tyres, well maintained and reliable vehicle, camping gear, food and water, happy hour supplies. A blind/tarp may be necessary for water crossing.
Description:	We plan to travel via Araluen and have morning tea at Dry Creek or Deua River Camping area. From here we will travel the Merricumbene Fire Trail. It can take anywhere from 3-5hrs. If the track is wet, an alternative trail will be chosen. As we near the valley, we will stop to collect firewood. If you have a chainsaw, feel free to bring it. Sunday can be spent either relaxing and doing nothing, exploring the valley, trek to the Bendethera Caves (apparently this takes three plus hours and torch water necessary), or we could take a drive to Collindel (within the same valley). Monday can be a slow start with return home via Dampier Fire Trail, Minuma Fire Trail, Middle Mountain Road and Krawarree Rd. There is a large camp ground in the valley with pit toilets. Kids and Teenagers are welcome and will enjoy this trip.
Trailers	Before saying yes to trailers two criteria need to be in place. These are; a minimum of four trailers, and one experienced trip leader (inclusive of the four). If this occurs, then a second convoy will then head to Wamban Rd just before Moruya and then head up Little Sugarloaf Rd. Side trip through Wamban Fire Trail and back onto Little Sugarloaf Rd with lunch stop at Hanging Mountain.



TRIPS AND EVENTS

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29 Jun - 18 Jul Dash to the Centre (2009-002)

Trip Leader:	Ian Brown
Email:	brown271@bigpond.com
Phone:	6241 9468 (h); 0412 148 096 (m)
Vehicles:	6
Grade:	2
Start:	8:00 AM
Departure:	Gungahlin
Fuel:	Full tank at start
Maps:	Hema Australia 4WD Raster Map Collection
Requirements:	Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained vehicle, dinking water
Description:	Canberra to Uluru via the Oodnadatta Track and Alice Springs. Along the way visit Lambert Centre, Fink, Chambers Pillar, Kings Canyon, Uluru and Kata Juta. Return home via the black top visiting Coober Pedy and Woomera

11 - 12 Jul Christmas in July (2009-031)

Trip Leader:	Marj Jones
Email:	marjorie.jones@det.nsw.edu.au
Phone:	6284 3456
Vehicles:	unlimited
Grade:	1
Start:	8:15 AM
Departure:	Uriarra Homestead
Fuel:	Full tank
Requirements:	Well maintained vehicle, good tyres, water for the day, morning tea plus lunch for both days, and bring happy hour nibbles and drinks for the evening Bring your own bedding for the supplied bunks
Description:	A five-year old 'tradition' in the making! Great drives there and back, in 'easier' and 'harder' convoys. We stay overnight in bunkhouses in a converted low-security gaol "Laurel Hill Forest Lodge" set in picturesque alpine grounds - see http://www.laurelhillforestlodge.com.au/index.htm. Our hosts provide warm scones and cream on arrival, a great 3-course Christmas dinner and a memorable breakfast to set us up for the trip home. Unspeakable games have been played into the early hours. A great social weekend with a choice of easy or harder drives there and back
Comments:	Costs $70 per person which is unbelievably cheap for accommodation, tea, dinner and breakfast. Please book as soon as possible so numbers can be locked down at the gaol!

Travel Tips

Carry some bleach (White King) to clean stained mugs and other utensils when they look too disgusting to use.

TRIPS AND EVENTS

12 – 13 Sep "Safe One" Basic Driver Training at Talooge Park

Trip Leader: Peter Reynolds

Phone: 6251 1258 (h); 0428 623 458 (m)

Start: 7:30 AM

Departure: Bredbo Service Station

Description: This is the Club's official and accredited basic driver education course

20 Sep "Safe One" Basic Driver Training Course Follow-up Day

Trip Leader: Peter Reynolds

Description: This is day three of the basic driver education course on the 12th and 13th September and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

5 Oct Labour Day long weekend

()

24 – 25 Oct Water Crossing and Sand Driving (2009-037)

Trip Leader: Peter Reynolds

Phone: 6251 1258 (h); 0428 623 458 (m)

Description: This is the Club's official water crossing and sand driving course. For more information contact Peter Reynolds

3 Nov Family and Community Day

()

14 – 15 Nov "Safe One" Basic Driver Training at Talooge Park (2009-033)

Trip Leader: Peter Reynolds

Phone: 6251 1258 (h); 0428 623 458 (m)

Start: 7:30 AM

Departure: Bredbo Service Station

Description: This is the Club's official and accredited basic driver education course

22 Nov "Safe One" Basic Driver Training Course Follow-up Day (2009-034)

Trip Leader: Peter Reynolds

Description: This is day three of the basic driver education course on the 14th and 15th November and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

TRIPS AND EVENTS

14 – 15 Nov **Driver Trainer's Christmas Party** **(2009-043)**

Trip Leader: Peter Reynolds
Email: debpete1@bigpond.com
Phone: 6251 1258 (h); 0428 623 458 (m)

Wanted Webmaster

The ST4WDC website needs TLC.
The site has had no maintenance for a year now and increasingly is in need of it.

Moves are afoot to improve the functionality of the website and possibly do a major upgrade. Until then, the present site needs help from someone with html experience, someone who knows what ftp means. If you'd like to contribute to the Club in this way, please email me at publications@st4wdc.org, or give me a call on 6230 2459 and we can discuss it.

Bob Allen – Publications Coordinator.

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"SAFE ONE" BASIC 4WD VEHICLE OPERATION COURSE

The Southern Tablelands Four Wheel Drive Club conducts ***two-day weekend Driver Training*** *exercises, with* ***Follow-up Days*** *on the* ***Sundays, 1 week later.***

Purpose:
To introduce new & old club members to vehicle equipment, daily maintenance, recovery techniques & equipment, and in particular teach them the skills necessary to safely operate their 4WD in a variety of terrains.

Meeting Time/Place:

Service Station in Bredbo (right hand side of highway) no later than 7.30pm on the Friday evening preceeding the course.

The Club's Education Coordinator is Peter Reynolds,
Tel (h) 6251-1258 or (m) 0428 623-458.

PLEASE BOOK A PLACE ON ONE OF THESE COURSES WELL IN ADVANCE AND ALSO RING PETER ONE WEEK BEFORE THE COURSE TO CONFIRM ATTENDANCE!
IF YOU DON'T, YOU *WILL* LOSE YOUR PLACE ON THE COURSE

ONLY ONE DRIVER PER VEHICLE PER COURSE, THOUGH A SUPPORT CREW IS WELCOME.

COURSES FOR 2009 WILL BE HELD ON

16TH, 17TH MAY	**WITH FOLLOWUP ON**	**24TH MAY**
12TH, 13TH SEPTEMBER	**WITH FOLLOWUP ON**	**20TH SEPTEMBER**
14TH, 15TH NOVEMBER	**WITH FOLLOWUP ON**	**22ND NOVEMBER**

WHAT TO BRING

Yourself & family and a 4WD in good mechanical condition
Camping gear for overnight stay
Food and Cooking gear for 2 days
Chairs to sit on in lessons and around the fire
Recovery gear, if you have it, but not essential
Garbage bags for all your rubbish to take home
Notebook & pen
Camera
A full tank of fuel
Torch
Drinking water.
UHF Radio (optional – talk to Peter)
Front and Rear Recovery Points preferred.

There is a large First Aid Kit at Talooge. Also a large gas BBQ

PLEASE DO NOT BRING PETS OR FIREARMS.

Driver Training Course
21-22 February and 1 March 2009

Mike and Helen Rodd

Day 1—Saturday 21 February

We all followed the instructions of course, the 11 clean and shiny vehicles together with their new (I think we were all relatively newish) members of ST4WDC met at the Bredbo servo at 7.30 PM on the Friday night, being the rendezvous point for the start of the mystery adventure into Talooge. Our leader for the training was Peter Reynolds who set out the plan for the evening and then we were under way. The convoy part of the training seemed to commence at Bredbo, and since we had a camper trailer we seemed to score being Charlie. I suspect it was because we had 6 wheels and would make more dust.

The first 15 km or so heading east from Bredbo seemed pretty tame, but then we left the road and the order was given to deflate tyres and go into low range. There were a couple problems there as I recall but then anyway we headed off into the unknown. Yes the low range was needed, and it may have seemed to some of us that this was the first part of the training. It being dark just added to the effect. The dust was thick and windscreen wipers were being used just to move the dust off the screen. We now understood the 6 wheel criteria for being sent to the end of the convoy.

No one took a wrong turn and we all ended up at Talooge to be greeted by the welcoming committee complete with lights and directions of where to set up the camps. A quick dinner for those who had not worked it out that it was probably a good idea to grab a pizza in Bredbo and then Peter introduced us to the instructor team and set the scene for the weekend. Yes it was start work at 8AM with notebooks etc and clear minds for some of the theory.

We commenced learning about our vehicles – and of course we thought we knew everything but that was just not the case. There were part-time and full-time ones and it seemed that we were not allowed to talk about the AWD's – I think they may have been the "soft roaders".

Ground clearance was pretty basic but then there were approach and departure angles as well as the ramp overs, safe convoy spacings, etc. Traction got plenty of attention – which became highly justified as we got into the practical part of the training later in the day. The traction issue lead us into the nitty gritty of four wheel driving, and the concept of differentials, limited slip ones and the air lockers. The engine variants with torque and power benefits, and when to use the H2, H4, L4 and diff locks etc seemed to be the key.

Tyres and pressures seemed to harbour the secret of 4W-driving together with suspension systems and the inevitable after-market modifications available. There was considerable enlightenment on tyre types, loadings with C, D and E loading ranges, etc.

There was definitely a theme - it was becoming evident that our newly purchased prize possession had limited capability – until you started to increase your investment with those aftermarket enhancements. It seems to be unlimited.

After lunch on the first day we headed out to put it into practice what we had learnt in the morning. Where are your wheels? Sounds simple – but getting them to hit the spot from your control point in the driver's seat was a bit more interesting. This was combined with dodging the holes in the ground – all strategically pre-planned and placed by our instructors.

There were some graphic demonstrations of vehicle suspension systems, but we all seemed to master the art of selecting the right path whilst getting the feel of what you and your vehicle could do.

We then started on what we thought was the real stuff, but we were casually informed by our ever vigilant instructors, that these were only the nursery slopes. Well, I am not too sure about that, it

appeared that someone had planted trees to ensure that we had to contort our vehicles whilst applying our newly learnt "push pull" steering technique, and of course the auto transmission hand braking and the manual stall and start technique which sounded like a bit of a challenge. In recent years my manual Landcruiser has been morphed into auto – thankfully!

The day was ending and on our return the camp fire had been started, with gas BBQ's set up – a welcome site after the challenges from the new experiences of the afternoon for most of us.

It had been a great experience – some theory, explanation and then the practical part which our very patient instructors in the passenger seat. No names but mine had a big stick to beat me every time I forgot the NHP – no, not a health fund but maybe I was going to need one – Neutral – Handbrake – Park . I was a slow learner.

Dinner was a great social event – a great wind down for the day – or so we thought until once again our leader Peter advised that debriefing was to commence in 10 minutes. There was a brief run down and of course further confirmation that it was truly a nursery day in preparation for Sunday. It was then that the true objective for the debriefing became evident – a challenging series of contortions to almost match the twisting and turning of some of the tracks. It involved a 20 cent coin, a small cup and personal concentration, extreme judgement – and not luck as some may have believed. Enough said – you have to be there – and there were no photos – only because the camera was not there. There was also a record achieved which involved some contortion, stretching, precise placement and of course great concentration – by one of our lady classmates – a great effort. Unfortunately no photo!

Day 2– Sunday 22 February

The wake-up call (the drone of the generator) on Day 2 occurred when it still seemed to be dark – but the call to the classroom was at 8AM. This commenced with the mysteries - to some of us at least - of radio communications a key part of running convoys etc. There were all sorts of db gains, duplex operation, sats and hf's and the epirbs – but we all remembered Channel 14 on the UHF.

Then we went into the bottomless money pit called 4X4 accessories – essential of course – and to some of us, conjuring up visions of a grand toy shop. It was all good stuff, and I for one did a trip to what was fortuitously the annual ARB sale on the following Saturday and succumbed, without too much arm twisting from Peter giving directions to the front door.

Back to Day 2 and following on from the basics of wheel placement of Day 1, we then had to apply this to some real situations with the creek crossing – I believe that there had been a prize bridge at this location prior to some recent flood event. However, the loss of the bridge provided an ideal opportunity to test out the wheel placement theory together with a practical demonstration of approach and departure angles – much to the pain of some of my trailer connection appendages at the rear.

We were then into ascent and descent mode and added to this the challenges of Mother Nature, and I suspect some help from fearless instructors to position those additional little challenges. We thought that we were lucky that we were only going up this trail – didn't realise that later in the day we had to go down it also – the trees seemed to be trying to grab us to prevent us escaping.

The environment of Talooge is amazing – I am a great admirer of our native trees – it needs to be seen. I was not allowed to stop and photograph the many great examples – I will need to return.

It seemed to finish all too soon – back for a latish lunch and then the recovery demonstrations which included a reprimand by Peter for a badly wound winch cable. I for one kept very quiet and made a note to rewind my winch cable before the following Sunday training day.

A great weekend, good company, much learning, note taking, very patient instructors who never seemed to show fear – a common observation. Maybe we weren't that bad after all. We packed up and exited a most spectacular area of the bush and then finally went our ways after re-airing at the gate onto the road back into Bredbo with time then to consider the possibilities for day three of the training on the following Sunday.

Day 3– Sunday 1 March

Day Three commenced with some in trepidation of what we were in for, and equipped with essential items of bribery in the form of an array of home made cakes, slices, biscuits etc and chocolate, we met at the old Uriarra Homestead on the Brindabella road.

We were quickly onto the gravel – after some deflation - and into the practicals of snatch recovery. Some of us may have had visions of mud holes but – no it was a dry run thankfully. We then progressed

to the real fire trails, but first a minor challenge to the day in the form of a tree across the road. We all thought that this had be specially pre – arranged but not so. With 12 would-be advisers and our fearless instructors who were the real advisers – the tree was dragged off the track by the mighty red Pajero with the help of my new drag chain purchased the day before. Around the corner was the first ascent which needed detailed inspection, together with morning tea and the bribery material.

We thought that would be it – but not so – more highly spectacular country up the slopes of the Brindabellas with glimpses through the trees back to Canberra. Yes, big views meant big hills and much climbing which naturally had to be descended – applying all those things we had learnt the weekend before at Talooge.

There were moments of excitement, some uncertainty and all those things but with the great encouragement of our driver training crew giving us the confidence but with the appropriate level of caution of looking before leaping – almost literally in some instances, the team succeeded with minimal dents on machinery and pride.

I believe that without exception all considered the basic training course a most worthwhile learning experience as well being a great social activity over the three days and we all recognised and greatly appreciated the dedication of Peter and his team of professional instructors.

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Stockton Beach 7– 9 March 2009

Pete Marrs

Andrea and John Kjar (Trip Leader)	100 Series Cruiser
Warren Shardlow	Rodeo
Julie and Phil Henderson	Prado plus camper trailer
Kerryn and Bernie Keys	200 Series Cruiser
Elliott and Frank Wolff	80 Series Cruiser
Rachelle, Richard and Sebastian Arranz	Prado
Nicole and Pete Marrs	Jeep Wrangler
Greg and Nicholas Divall	GQ Patrol
Adrian Gallman	Toyota Troopy

Wait a minute mate—I've got sand in my eye

With some cunning forward planning, our trip leaders Andrea and John cleverly organised this venture for a weekend when all good New South Welshmen had to work on the Monday while those Canberrans amongst us could spend a long weekend enjoying some fun in the sand at Stockton Beach, about 50 minutes north of Newcastle.

Our accommodation for the weekend was Birubi Beach Caravan Park which had unpowered camp sites, powered sites with or without ensuite and a couple of styles of cabins. Nicole and I chose a cabin, as did a few others. Ensuite campsites were also popular. A swimming pool, communal area and kitchen were all clean and welcoming as were the rest of the park's facilities. Anna Bay itself has most facilities you could need and if not, Nelson Bay is only a short 10km hop up the road.

Saturday 7 March

The group met up at the Shell Servo outside EPIC at 8.00am on the Saturday. Some introductions and a bit of a chin-wag and the convoy was on its way up the Hume well before 8.30 led by John with Andrea doing her best to keep everyone together. Morning tea at Pheasant's Nest let everyone group up again before tackling the Saturday morning traffic of Sydney reminding all of us why we live where we live. On to the Pacific Highway heading for lunch at Brooklyn Bridge. Kerryn and Bernie, Nicole and I decided to push on to the caravan park and worry about lunch when we got

there. Adrian just missed the turn-off completely and I never did find out where he got to that afternoon, although he made it to the caravan park safely.

After the groups arrived at the Birubi Beach Caravan Park at Anna Bay we unpacked, grabbed beach driving permits at $10.00 for 3 days and headed for the sand for our first look at the dunes. Access to the beach is less than a kilometre from the van park and as you turn off the black stuff there is a lengthy straight run on sand before the beach proper. It was on this section that I asked Bernie where we should stop to air-down and almost instantly came to a halt in a very soft patch. Obviously this was just the place to adjust pressures and put up our safety flags.

We went for only a short wander around and a bit of a look at what was in store for the following day. My first thoughts were that even having done the sand driving course a few months earlier this was completely different sand. For instance there was a lot more of it, it was a lot softer and it had been conveniently stacked a lot higher. Sweet! We didn't challenge ourselves too much that afternoon, instead choosing to survey the landscape and try out some of the simpler climbs before heading back to our digs for the night. As we were getting some air back in our tyres the next part of our group was just heading out to the beach for a look around. Tempting as it was to follow them back, supplies needed to be bought and a sticky beak at Nelson Bay was in order.

Happy hour that night suggested that there was a bit more adventurousness in the second group that afternoon with talk of how steep the far side of some dunes and some interesting procedures in reversing back down some steeper sections.

Sunday 8 March

9.00am was the scheduled time for a meeting of the minds to figure out a plan of attack for the day. The agreed intent was to bash around together for the morning learning a little more about appropriate air pressures, high or low range, 2 or 4 wheel drive and other ways of navigating through the sand. Warren was happy to lead this first part of the jaunt, so that decided it was off to the beach, up with the flags and down with the tyres. Lead on Warren.

Sedately at first and then increasingly steeper and longer it didn't take long for most of us to get to a stage where we needed to practise reversing back down the dune and having a second attempt accompanied by plenty of 'verbal encouragement' from Warren.

Now is a good time to mention that there isn't always a lot of parking room at the top of a sand dune. With a few cars already at the top I decided to veer left a little for more room and guess what, no sand. The jeep kicked its heels in the air, pointed its nose down a short hill and said hang on. My first real lesson in keeping your eyes peeled for unexpected drop-offs. Oh well, press on with a bit of a flutter in the ticker.

We then proceeded to the dunes that Warren, Frank & Elliott and John and Andrea had encountered the previous afternoon. A few attempts at this, again mostly unsuccessful despite more cajoling from Warren and then the fun was brought to a halt when a tour operator informed us that we were on private property. We vacated that area, proceeded down the beach a bit and found a new place to play. Warren decided to head for the top and guess what… Bogged. After watching for a bit and a few helpful words over the radio the rest of us either grabbed some morning smoko, or drove to the top to see if we could offer any assistance as well as take some happy snaps.

Heaps of fun was had in this area with many different routes available, and most of them conquered by some at least. We also got a callout to a rescue mission for some unlucky travellers in a CRV which Adrian and I successfully managed to extri-

If at first you don't succeed....

cate by winch. Upon returning to the rest of the group I decided it was my turn to tackle one of the sections that was proving a little difficult but which had been handled by some. After a couple of attempts we made it to the top but I didn't turn right quick enough and scored a real wild ride down the far side. "That was exciting" said my co-driver. No damage done but if the heart fluttered before it was fairly racing this time. Phew!

After that expedition we all headed further down the beach stopping at Tin Town, a shanty settlement that was used for some Mad Max filming, and then on to the wreck of the Sygna for lunch. Here we also got to try out Warren's new XXXX Gold Beach Cricket set before heading back to Tin Town and the dunes for some more afternoon driving.

Leading the way again Warren also got himself stuck again and due to the precarious position it was decided to snatch him out (thanks Elliott) rather than digging. Then we found a pleasant enough spot with a steep rise to a plateau. Lots of 2 wheels in the air action cresting the top before Greg Divall managed to get all 4 off the ground. Looking at the photos I think Warren did too, but don't tell him.

Time to head back to the caravan park, this time along the beach front proper so that we could make a short stop to rescue an Audi Q7 which was well stuck in soft sand. MaxTrax (what a great invention) under all 4 wheels saw this one safely retrieved and then we were on our way again for happy hour, dinner and a great chat about our adventures.

Monday 9 March

Monday was time to return home. We left the park in dribs and drabs to make our own way home after a great weekend. On behalf of everyone in the group I'd like to thank Andrea and John for organising the trip, and also Warren for leading the way and demonstrating just some of the ways to get stuck.

If you get a chance to go to Stockton, do so. You will love it!

Some Important stuff

Vegetation - This one is simple. The beach is a National Park. DO NOT Drive on the Vegetation

Speed limits - 40 km/h is the maximum limit, but much lower around other beach users, particularly kids.

Private Property - We didn't really figure this one out but I think the tour guide who spoke to John and Warren said we weren't to travel further inland than 3 kms

Campers - Some people setup day camps or even overnight camps amongst the dunes. Try not to drive over them.

Safety Flags - No-one else that I saw on the beach had flags (other than our group of course) but they really do help you to be seen, especially in a larger group like ours.

Depressions - Even on the flat bits the sand can drop away very suddenly. Keep your eyes open and your speed down.

Edward's Christmas Pudding

with special thanks to Edward Killen

(Edward made this fabulous Christmas Pudding for the Club Christmas Party — highly commended by all present)

Preparation Time: 40 minutes + overnight soaking + overnight hanging

Total cooking time: 5 hours

Serves: 10-12

Ingredients

1 2/3 cups (310gm/10oz) mixed dried fruit

¼ cup (45gm/1 ½ oz) mixed peel

4 cups (640gm/1 1/4 lb) mixed sultanas, currants and raisins

½ cup (125ml/4fl oz) brown ale

2 tablespoons rum or brandy

2 tablespoons orange juice

2 tablespoons lemon juice

1 tablespoon orange rind

1 tablespoon lemon rind

225gm (7oz) suet, grated

1 1/3 cups (245gm/7 ½ oz) soft brown sugar

3 eggs, lightly beaten

2 ½ cups (200bm/6 1/2oz) self-raising flour

1 teaspoon mixed spice

¼ teaspoon freshly grated nutmeg

2/3 cup (100gm/3 ½ oz) blanched almonds, chopped

Method

1. Finely chop the mixed dried fruit and put in a large bowl with the mixed peel, sultanas, currants, raisins, ale, rum, orange and lemon juice and rind. Cover and leave overnight.
2. Mix the fruit with the remaining ingredients and a pinch of salt. Leave for 10 minutes.
3. Cut an 80cm (32inch) square from a clean piece of calico or an old tea towel and dip into boiling water; use rubber gloves to protect hands, wring excess water from cloth. Have 1/3 cup plain flour close to cloth. Spread hot cloth out on bench, quickly rub flour into cloth to cover an area about 38 cm in diameter, leave flour thicker in centre of the cloth, where the skin will need to be the thickest.
4. Place cloth on bench, place mixture in centre of cloth. Gather the ends of the cloth together, hold pudding up, pad into shape with hand.
5. Tie pudding securely with string, as close to the pudding mixture as possible. Tie loop in string to make pudding easier to lift from the water. Pull ends of cloth tightly to make sure pudding is as round as possible. Have ready a large boiler, three-quarters full of rapidly boiling water. Gently and quickly lower pudding into water, quickly replace lid. Place a couple of large cans of fruit on the lid if possible.
6. Boil the pudding for 5 hours. Replenish with boiling water when necessary. Remove from the water and hang in well-ventilated, dry place where it will not touch anything. Hook up the calico ends or open up and loosely place on top of the pudding. Leave the pudding hanging overnight to dry.
7. Untie the cloth and, if there are damp patches at the top, spread it out to make sure it dries. When it is dry, re-wrap and tie with a new piece of string. The pudding will store hanging in a cool, dry place for up to 4 months. To serve, boil for 2 hours, hang for 15 minutes, then remove from the cloth and cut into wedges.

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Off-road Trailers

Richard Brand

Running Gear for Off-road Trailers

Last month I promised an article on off-road trailers. I've owned a Trak Shak for almost two decades, so I thought I would share some of my experiences, which are only relevant to single axle trailers. I bought it before joining this club, primarily for a three month trip from Melbourne to the Kimberley via the Gulf country, returning via the Tanami desert and Alice Springs. I think it may be the first off-road camper trailer owned by a club member, and it was roughly number 50 out of the factory, which was then pretty much an Adelaide cottage industry.

The Trak Shak is basically a box trailer with a bolt-on camping top. The top is totally sealed to the elements when traveling. The same cannot be said of the front and rear side-hinged trailer gates which allow a lot of dust into the base. There is space for twelve jerry cans arrayed sideways around the wheel arches.

I ordered my trailer with an extra long drawbar to take the floor of my rubber ducky, plus hydraulic brakes with leaf springs and beam axle to suit Landcruiser wheels and track. It is always a good idea to have the towing vehicle and trailer wheels matching – more interchangeable spares on trips, and the trailer becomes a home for nearly worn out tyres. Having the wheels the same distance apart is another good thing especially in sand and ruts, where the trailer can run in the compacted tracks.

The tow hitch is a Treg polyblock coupling, which costs almost as much as some trailers, and is basically a universal joint with a big block of red poly-something as the yoke. This is fixed to the trailer via a rotating shaft where the drive shaft would normally be. The shaft runs in a tube welded to the drawbar, which has a prominent grease nipple. Trak Shak told me either to frequently grease it and get continually dirty, or to leave it dry and clean. Unfortunately, I chose the latter.

Treg also comes from Adelaide, and probably has half the off-road market. When the brothers fell out, one started Trig which is similar in concept. There are other off-road couplings, all of which should be better than a standard ball coupling. The polyblocks are unbelievably good at absorbing jolting effects.

My trailer is galvanized rather than painted and I added a vacuum-brake activator because I already had a vacuum-brake controller fitted to the Landcruiser for towing an extremely large boat (unfortunately owned by a friend). The activator came cheap because the Landcruiser installation had been faulty. They mounted part on the body and part on the chassis. The relative movement caused a critical brake line to fail and I lost all braking – fortunately in a Woolies car park.

What I've Changed on the Trak Shak

On the long trip, stones hitting the brake bleed nipples were a continuing problem, especially after the hydraulic fluid ran out. The only way to bleed them was to operate the brake pedal in the truck in synchronization with opening and closing the bleeders – and there is a lot of distance between the two. It turned out the manufacturer had installed the axle upside down, so the bleed nipples were at the bottom where they were more likely to be hit, and where it was much harder to get the air out of the system. The ACT Government also made me fit front and side reflectors before they would register it here.

The only other issue I had on the trip was lack of clearance over the springs, and hitting massive washaways unexpectedly on the Tanami Track had dented the chassis rails each side. Trak Shak welded in a 2-inch section to raise the chassis for more clearance, which seems to have worked. I also cut the bottoms off the mudguards which had been bent by stones, and added heavy duty rubber mudflaps. On the whole trip, I had no punctures and the lights always worked, even under caked bulldust.

I've added rubber seals to the door openings and where the top sits on the bottom to reduce, but not eliminate, dust entry. Apart from rollers to help get the inflated rubber ducky on the lid, that was it for a dozen years or more.

I did make a dog box to go on the extended drawbar, using caravan-like aluminium and foam sandwich construction cut out and assembled on the dining room table of my rented house. I could only get the finished box outside by removing the passage doors

Track Shak as a builder's trailer

and all the fittings.

When I got my very own garage, I added two manual winches in the garage roof and lugs on the trailer so I could easily remove the camping top – just four bolts hold it on – giving me a very heavy duty box trailer. I'm just replacing the manual winches with two Aldi 12-volt boat winches.

The top of the lid is made of marine grade plywood and after a decade left in the open, the joints started to leak. I pulled the top completely apart, glued sheet aluminium over the ply, then sealed and riveted the whole thing back together. The galvanizing was getting patchy, so I rolled on a coat of matching Hammerite paint. Amazing stuff to cover rust if you don't mind a crackle finish.

Finally the lights started to play up, so a year ago I put in a fully sealed Light Emitting Diode set up. These are maintenance-free solid-state devices potted in epoxy resin – essentially a sealed system right back to the trailer connector. Getting the cable through the built-in steel tubing was a nightmare, made worse when I discovered I really needed a separate LED to illuminate the number plate. Not wanting to destroy the integrity of the main LED setup, this meant adding a separate cable all the way back.

That was it until the working bee at Talooge Park when the right wheel studs sheered off and ground one brake drum a bit flat. I also discovered that the Treg coupling shaft had rusted solid – so solid that even pushing it at one end with a 10-ton jack while pulling the other with a four-line winch would not shift it. I could have put up with periodic greasing and dirt had I known!

Now I also want to legally tow the trailer with my Adventra wagon, and I don't want to fit the wagon with an air brake controller. After much agonizing over options, I have replaced the entire axle with an electric brake set up, which has also meant running cables right through the Adventra – a good opportunity to put in second batteries and fridge outlets but that story is probably for another article.

Braking systems – legal requirements

There still are some differences between states and limits may be lower depending on the vehicle manufacturer's recommendations. Trailers under 750-kgs all-up mass do not need brakes at all. Up to 2-tonnes all-up, brakes must be fitted while over 2-tonnes the brakes must be controllable from the driver's seat, and must have a device to apply them automatically for at least 15 minutes in a breakaway situation. For electric brakes this means a breakaway switch, a trailer-mounted battery, and a trickle charging circuit. Oh, and a placard that says the towing vehicle must have a compatible controller.

Braking systems

Almost all camper trailers will fall between 750-kgs and 2-tonnes all up, so do need brakes but can get away with overrun brakes, which can be cable operated or hydraulic. The activation is provided by movement of the coupling against a spring. Overrun brakes have a great advantage that they automatically adjust for load and deceleration – the harder the trailer pushes on the tow vehicle, the harder the brakes will be applied. Nothing special is needed in the tow vehicle, however the trailer brakes always lag the towing

vehicle, and always shove it a bit under brakes.
To reverse on the level or uphill, the overrun action has to be mechanically locked out, which can be very hard in difficult off-road situations if the spring is compressed.

I found my vacuum brake setup very reassuring if quirky. By biasing the braking effort to the trailer, light braking produced the following sequence. The truck would slow slightly, then after a couple of seconds the vacuum would have traveled the length of the truck and applied hydraulic pressure to the trailer brakes, which would then grab the whole rig while stopping the trailer fishtailing.

Since electricity travels close to the speed of light, electric brakes should eliminate the two seconds delay. They work in a very strange way, and only with special drums. Just as cable brakes work when a lever is pulled to force the brake shoes apart, electric brakes use a similar lever inside the drum. An electromagnet is attached to the end of the lever, rubbing slightly against the side of the drum. When a current flows through the electromagnet it is attracted to the iron brake drum. Providing this is turning, friction tends to pull the lever with a force proportional to the applied voltage. Expect to pay around $300 per brake from Dexter or AL-KO. The electro-magnets wear out like brake shoes – AL-KO make a special off-road version but it probably won't last twice as long as the standard type which is half the price.

A controller is needed in the tow vehicle, which must somehow compute how much voltage to apply. Good controllers around $200 will sense deceleration while allowing for hills. Since they do not know the trailer mass, they have to be calibrated for each trailer load. I hate to use the phase hit-and-miss, but they do give a manual override for emergencies. They also use a standard wire on a standard trailer connector, which is good for interoperability.

Electric brake controllers all seem to do the voltage thing, but may not deliver enough current for multi-axle systems, or for an interesting electro-hydraulic variation on the theme.

Electro-hydraulic systems use hydraulic brakes (which can be disk or drum) but with a trailer mounted electric pump to create the hydraulic pressure. Since hydraulic brakes are cheaper than electric, the more axles you have the more attractive electro-hydraulic becomes – the transducers themselves are over $1,000. Most work with standard electric controllers, but one has a cigarette-lighter plug-in controller which can be simply moved between vehicles and works by remote control. Not much change from $2,000 though.

If you were buying a new car you would want ventilated disks all round with an anti-lock braking system (ABS) as a minimum. Trailers are a generation or three behind, and many are similar to my first car, a 1935 Ford with mechanically operated brakes. Actually, cable brakes are better than that was because they have an equalizing pulley.

For off-road use where stones are a major hazard, having the mechanism protected inside a cast iron drum works very well indeed. If you want the trailer to brake more aggressively than the tow vehicle, I'd recommend an electric controller. If you are dexterous, you might also manage your own manual ABS.

I would not go vacuum again.

Independent suspension

The market seems to demand independent suspension for camper trailers, but is the market right? By independent suspension, I typically mean a pivoted A-frame each side with coil springs and dampers.

Independent suspension is great for cars. Firstly, the weight of the differential is moved from a rigid axle to the body, reducing the un-sprung mass and letting the wheel follow the road surface more closely. This improves handling and ride comfort. On the classic Rover 2000 and Citroen DS the brakes on the driven end were also moved inboard to reduce un-sprung weight and contributed to the legendary comfort of these models.

Independent suspension allows lots of fine tuning of the lengths and attachment points of the suspension links, which are usually set up so the outside wheel in hard cornering becomes vertical to maximize road contact. Something beam axles do naturally! In straight line running, both wheels are tilted inward slightly at the top. In Formula One racing this becomes a major problem in braking, where it would be better to have the full tyre profile touching the ground.

Beam Axles

Beam axles keep both wheels upright all the time – which is why beam axles have been used for the non-driven end of models like the Golf and Magna – and also in Formula One. The Rover 2000 went to the expense of a De Dion set up where the wheels were

controlled by a beam axle and the differential and brakes were mounted on the body.

For severe off-road work, live axles are still preferred by many. The best argument is that they keep the differentials up high, whereas independent designs allow the differentials to float with the body, potentially crashing down on rocks. Since trailer do not have differentials, a beam axle will always have more ground clearance than a tow vehicle with similar wheels.

Coils or leaf springs

Coils have two great attributes. Firstly, they do not provide any location mechanism for the wheel they support. This means some other location mechanism must be provided, and properly designed this will be more accurate than using a leaf spring to do both jobs. Secondly, coils can easily be made to provide long travel whereas it is hard to make leaf springs longer.

Long travel is great for four-wheeled vehicles, where it helps keep the wheels in contact with uneven ground. Pioneered by the Range Rover, it took decades for Toyota to catch up with the 80-series Landcruiser. Long travel is not important for two-wheeled trailers driven at sensible speed, because the trailer can always rock sideways to keep both wheels firmly planted.

The disadvantage of coils is that it is hard to make them progressively stiffen as they carry more load. Hence load carrying vehicles like the Patrol tray top, the Troopy, Holden and Ford utes still have leaf springs at the back, even if the front uses coils. If your trailer carries varying loads, leaf springs are best. If they break, some fencing wire and a length of wood should get you out of trouble.

Dampers

Shock absorbers are a must for off-road trailers, in my opinion. They should really be called dampers, because the shock is actually absorbed by the springs, and the dampers are there to control the rebound or bouncing action. Coil sprung trailers always have dampers fitted, because coils have very little self-damping capacity. Most box trailers with multi-leaf springs do not have separate dampers, because the friction between the leaves provides some damping. Follow any camper trailer without dampers on a typical fire trail, watch the fast bouncing motion and then compare with the smooth flow of a well-damped trailer.

I think the market specifies independent when it really needs dampers.

Galvanising

Most steel trailers rust. Cottage industries cannot afford sophisticated paint protection systems, so galvanizing is an attractive option if done properly.

Galvanisation coats steel with a layer of zinc. The zinc rusts unobtrusively in preference to the underlying steel, until there is not much zinc left and then the steel starts to rust. The best protection is when the entire unit is hot dipped into liquid zinc, as happens with many boat trailers. Much cheaper is to use electro-coated steel sheet. Unfortunately every weld destroys the zinc coating, so zinc rich paint is dabbed on. Look at steel farm gates and you can see the paint patches, and the rust starting there. Hot-dip was not a Trak Shak option.

Maintenance

There are huge payoffs for keeping it simple, stupid. You can walk into virtually any Repco, Super Cheap Auto, or even K-Mart and buy bearings, hangers and other components for leaf-sprung beam axles. You can order a complete new axle just by specifying: round or square, 40mm or 45mm; black or galvanized; Holden, Ford or Landcruiser (5 or 6) stud pattern, mechanical, hydraulic or electric brake type; axle length.

I've just replaced the bearings for $20 each, put in new shackle bushes for under $40, added spring-loaded grease-filled hub caps for $20, and bought new studs for $30. Not bad for almost two decades of hard use.

Radical new tyre design (the Tweel) by Michelin. How do you drop the pressure though?

TALOOGE PARK—Usage Policies

Approved by ST4WDC Committee on 3 March 2009

1. All Owner members of the Southern Tablelands Four Wheel Drive Club Inc may access and use the tracks and facilities at Talooge subject to these policies.
2. Consistent with the intended purpose of Talooge and in particular its status as a wildlife refuge, it is necessary to place some constraints on its use.
3. Persons visiting Talooge must recognise the risks of being in rough country with poor access and limited communications, and accept that they are solely responsible for their own wellbeing.
4. Members are requested to advise the President or Property Officer if they intend to use Talooge, in addition to the mandatory requirement in item 6 below. This will help avoid competing users using parts of Talooge at the same time (eg motor bikes, chemical spraying, AFP use and quiet campers.)

Use by Club Members

Access

5. Access to Talooge is through locked gates. If access is required outside organised club activities, the code for the combination lock on these gates may be obtained from a member of the Committee. Note- the combination may change from time to time
6. Generally, access to Talooge should be via Strike a Light Fire Trail. Steve Collins, the owner of the land through which the Fire Trail passes, MUST be advised prior to any use of the Fire Trail – his phone number is 02-6454 3063 (and leave a message if necessary).
7. Should it be necessary to enter Talooge via Bundarra Road and Rayners Fire Trail, at the request of the neighbour, the private bridge across Wangrah Creek (near the neighbours' house) is NOT to be used. The adjacent ford is always to be used. To minimise dust nuisance in the vicinity of Wangrah Creek and the adjacent house, vehicle speed should be limited to 10 kph.
8. Access to Talooge necessitates transit through the private property of neighbours. Gates must always be left as found (ie open or closed).
9. The sheds at Talooge are locked with combination locks. If access is required outside organised club activities, the code for the combination locks may be obtained from a member of the Committee. Note- the combination may change from time to time.
10. Access to the sheds used to store Chemicals and Club equipment is restricted to persons authorised by the Talooge Management Team.

Driving on Talooge

11. Driving on Talooge is restricted to licensed drivers only.
12. In general, only formed tracks are to be used.
13. Tracks which have been 'closed' for any reason are not to be used except with the approval of the Track Building Working Group.
14. Speed should be limited to 30 kph on tracks within Talooge and 10 kph in the vicinity of the sheds/shelters and any other camping areas.

Activities

15. Firearms and other explosive devices are not permitted to be used or carried within the Talooge boundaries except with the specific approval of the Committee on a case by case basis.
16. Consistent with its status as a wildlife refuge and to promote enjoyment by all club members, pets are not permitted to be taken to Talooge without the specific approval of the Committee on a case by case basis.
17. The use of chain saws at Talooge is only permitted as part of management and development activities approved by the Talooge Management Team. During such activities, Club owned chain saws may only be used by formally trained operators. Privately owned chain saws may be used by the owners. Persons using chain saws do so at their own risk.
18. The Club tractor, fire truck, generators and water pump may only be used by approved persons. Privately owned generators may be used by the owner at their own risk. After 7pm, all generators and other noisy equipment should be located and used in a manner that does not disturb other persons.

Camping

19. Camping, including the use of swags, tents, trailers and caravans is only permitted in designated camping areas.

20. The Talooge Management Team may declare a designated camping area to be temporarily or permanently closed for various reasons.

21. The digging of trenches around a camp site is not permitted.

22. As far as is practical, the provided pit toilets are to be used. If camping or travelling away from the pit toilet locations, solid waste should be buried to a minimum of 200mm depth, clear of the camping area and at least 50 m from any water course.

23. There are no rubbish disposal facilities on Talooge. Combustible non-plastic rubbish may be burned in campfires; however the removal of all other rubbish from Talooge is the responsibility of the person(s) who brought it in.

24. Campfires are not permitted during periods of total fire ban or during very high winds.

25. Campfires are to be used only within designated fire pits, or with a minimum of 4 metres clear of all combustible material. All campfires are to be completely extinguished prior to departure. Wood used in campfires is to be obtained from established stockpiles.

Water

26. Water stored and/or found on Talooge has not been tested to ascertain suitability for human consumption and may not be suitable for drinking.

27. Stored water is to be used sparingly.

Land Care

28. Firewood collection is not permitted on Talooge without the specific approval of the Talooge Management Team.

29. Land clearing and tree felling is only permitted as part of management and development activities approved by the Talooge Management Team.

30. Weed control activities, in particular the use of hazardous sprays, are to be undertaken only under the direction of the Land Care Working Group. The mixing of spray chemicals is only to be undertaken by Chemcert qualified members.

Security

31. Care is to be taken to ensure that all buildings and gates are locked prior to the departure of the last member in order to ensure the security of Talooge. Persons who do not have the combination for the locks, or the keys for the equipment shed, or are unaware of the lockup procedure, should plan their departure to occur before a member who has the knowledge.

Neighbours

32. As a responsible Land Holder, the rights of our neighbours must be respected at all times. This is particularly important where access through neighbouring Private Property is required.

Use by Non-Club Members

33. Non-Members may accompany Club Members to Talooge as guests of those Club Members. The Club Member shall take full responsibility for the action of the Non-Member.

34. Applications by organisations outside the Club to use Talooge will be referred to the Committee.

Boundaries

35. The boundaries of Talooge are ill defined and may not follow existing fences.

Marking

36. A detailed map showing the approaches, boundaries and containing all of the tracks and features developed at Talooge is displayed in the Driver Training Shed as well as on the Members only section of the Club web site.

Damage

37. Any damage to Club equipment, facilities, tracks or other items at Talooge is to be reported to the Talooge Management Team as soon as practicable. Where such damage has or could lead to soil erosion or further damage to Club or personal property it should be rectified at the first available opportunity (preferably immediately).

38. Where an item of Club equipment has been damaged, and the damage was caused by a person authorised to use that equipment and for an authorised purpose, and the equipment was used in accordance with instructions and in a competent manner, the Club will assume responsibility for repairs to that equipment. In all other circumstances, the person using that equipment shall be deemed responsible.

39. The Club's comprehensive insurance policies cover Talooge and our equipment. Any member who suffers loss or damage to themselves or his/her property needs to approach their own insurance provider as they remain personally responsible for such loss/damage, unless the Club or one of its representatives can be seen to have been negligent.

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This serious off road camper trailer built by Track Trailer in Melbourne was awarded “Campertrailer of the Millennium”

The Tvan lets you camp wherever your vehicle can go. It is compact, light – 750Kg dry, sets up in 3-4 minutes with a hard floor under the tent. A solar panel and battery ensures continuous power. Sleep in comfort under a solid roof in a queen size bed and cook on a stainless steel kitchen with running water. The tent packs in the hatch away from the bed so no damp canvas on your pillow!

Independent Trailers in Canberra has 2 fully equipped Tvans available for hire at $550 per week. Price reduced for hires of more than 6 weeks.

If you are thinking of buying one but want to try it first, this is your opportunity. We give you back your hire fee (up to one week) with an order placed within 3 months.

Download an application from www.independenttrailers.com.au or ring Catherine on 0412 866 375 or email catherine@independenttrailers.com.au

Club Clothing

The Club clothing or a name badge can be ordered from Kathy Solomos at the monthly Meetings. Payment for any item is expected when ordering.

Jackets	$70.00
Shirts:	$35:00
Vests:	$45:00
Caps:	$15:00
Hat:	$15:00
Beanies:	$15:00
Name Badges	$10.00

Look for the sign on a table at Meetings

Kathy Solomos 0402 051 623

Four Wheel Drive NSW & ACT, INC

GPO Box 1371, Parramatta, NSW, 2124
Phone: 1800 646 630, Fax: 1800 650 664
@4wdnsw-act.asn.au

Bulletin – February, 2009

To Editors/Publishers: The following are some Association news items that may be of interest for your Club magazine/newsletter.. A Couple of reminders from the January 2009 Bulletin:

1) We are looking at ways to bulk register members; contact the webmaster David Rossiter on forum@4wdnsw-act.asn.au to discuss it further.

2) Electronic Trip Reports are important to building the relationship with Land Managers. Please make sure that they become a routine for all Trip Leaders.

One of the initiatives discussed and agreed with NPWS was the issue of an "All Parks Annual Pass" for 4WD Club volunteers who achieve 50 hours of volunteer work. The time spent must be verified by the relevant Ranger. I suggest Clubs contact the Ranger involved if they have been doing volunteer work. It is agreed, the Association (contact Roger Sheath vicepresident@4wdnsw-act.asn.au) will keep a log of member hours.

The Driver Training Unit weekend organised for the 28 February and 1 March 2009 has now been cancelled due to lack of numbers. Two issues emerge from this:

1) For those who did indicate interest, the DTU plans to train them in their Club area or Region. Currently there are people from the South Coast Clubs and from Mudgee. Those interested, please contact Clifford Stephenson on training@4wdnsw-act.asn.au

2) I urge you to look at the level of trained and assessed members in your Club. This will be an increasing focus over time by Land Managers particularly as the range of opportunities/ activities increases under our operational agreements.

I am pleased to advise the Memorandum of Understanding (MOU) between Parks Conservation & Lands, a branch of ACT Department of Territory and Municipal Services, and the Association is complete. We are currently waiting on a date like to sign the agreement. Peter Fenwick of Southern Tablelands 4WD Club has done a terrific job. The Canberra Regional Committee is currently assessing likely projects under the MOU.

The National Four Wheel Drive Council (NFWDC) has announced two initiatives:

1) A National 4WD Clubs Competition where Clubs can enter environmental or community projects done during 2009. The Grand National Award is $3,000, and State prizes $1,000 (1st), $500 (2nd), and $250 3rd). Two independent judges will be appointed from each state and we will be looking to maximise publicity. Entry criteria will be on the website this week.

2) A book "Travelling in Outback Australia" written by George Cottee, a member of the NSW DTU, should be essential reading for new members and of value to those more experienced. Clubs ordering more than 20 receive a discount of $5 off the price of $15. Plans are underway to sell off the ANFWDC website; individuals can purchase by contacting pro@anfwdc.asn.au

Remember, if not already provided, I need the email address of your Club Editor/PR Officer.
Greg Redfern, President, 24 February, 2009

FOR SALE/WANTED/LOST/FOUND

*Advertising on this page is **free to members** but is restricted to **Two Months.** Non-members will be charged $20 per advertisement for 5 lines for the same period.*

TrakShak Campertrailer (Canberra). 2003 Ex Cond. Heavy duty canvas, Coil suspension (spare sub axle), 2 queen sized beds, 3.5 M aluminium tinny, 9.9 HP 2 stroke, Mesh Gazebo, Self contained and portable kitchen, plus many other extras, All you need for self sufficient bush camping or that remote fishing trip! $20,500 ono Contact Chris 0438 253062. www.trakshak.com.au

Aussie Swag off road camper trailer. '99 Rover LX model. Camper dimensions 2.3m x 1.7m, approx 4.6m long when set up. Towing length 4.5m. Great off road capability with Treg coupling, independent suspensiopn, near new 265/75 R16 BF Goodrich All Terrain tyres compatible with 80 Series Landcruiser. 3 jerrycan holders, pole carrier and utility box on drawbar. Raised solid floor. Battery Pack. Slide out/swing around kitchen featuring 2 burner stove top and grill and stainless steel sink. 60 litre water tank with lockable cap. Large and small awnings. Loads of under bed storage. A very comfortable and practical "go anywhere" unit for outback touring. Asking price $15,000.

Contact Rod - 0407 456 330

ARB Roof cage (1850 * 1250) and fittings suitable for Nissan Patrol GU. Very Good condition. Price negotiable around $500.

Rim (Tubeless, from Patrol) with BFG AT 265/70 R 16 (about 30% rubber) - Price negotiable around $200. Perfect 2nd spare for that remote area trip.

Contact: Ron on 02 6254 5928 (home) or 0409 545928

Tyre Step Up Bushranger brand. Place over your rear tyre and use as a step to the roof rack. Folds away for easy storage. Adjustable for all tyre sizes. As new $50. Richard 0402 333 747 or marketing@emailme.com.au

Heavy Duty Roof Rack suitable for Land Rover Defender or Series II or III - $300

Four (4) Factory wide Wheels for Series II or III with tyres - OHTSU 235/85/16 - 50% tread - $350

Bull Bar for Series II or III Land Rover - $200 Negotiable

Bob - 0448 329 247 or jojare@bigpond.com

Bushranger X-Jack $200.00

X-Jack is in excellent, brand new condition as it has not been used. The X-jack is the premier bull bag or air bag which is a recovery tool specifically for sand, mud and other similar surfaces where a wider footprint for your jack is needed. The kit comes with: Canvas carry bag (holds everything), reinforced bull bag, air hose for connecting to exhaust, laminated instructions, gloves, repair kit, exhaust adaptor. Ring Greg or Vickie on 02 6241 3547

Large Screen Dome/Tent $200.00

Great large screen tent for living area outdoors, Keep out insects for eating or relaxing, Fly included for use as a tent – large family size, Carry bag and all pegs etc

Ring Greg or Vickie on 02 6241 3547

For 100 series Cruiser

ARB Roof rack with wind deflector: $200

Genuine Toyota Towbar (similar to Hayman Reese) with 50 mm towball: $150.

Tony Preston-Stanley 0419 991 052 or tonyp_s@yahoo.com.

85 Watt Suntech Mono-Si Solar Panel

Dimensions 1195 X 541 X 30 (mm) - $450

Phone Rob: Mob: 0409 307 533 Home 02 6161 7597

Grass Fed Beef – minimal chemical

Lowline beef available by the half or quarter. $12 per kilo for a mixed half

(half of the hind quarter and half of the forequarter), approximate weight 30-35kg. I use a butcher in Kippax, however, whole beasts can be consigned to a butcher of your choice.

How it works: Order in advance and pay deposit for 30Kg, by cash, direct deposit or cheque, balance after delivery.

Beasts are sent to abattoir, and returned to butcher in a refrigerated truck. Meat is hung for at least 7 days, then cut up to your requirement.

You collect your beef from the butcher and package the cuts in quantities that suit your needs. (I recommend freezing flat, to make packing in the freezer efficient). JAN MCGUINNESS 6258 2253, 0408 393 192, janmcg@tpg.com.au

Rear coil springs (standard) from 2006 Mitsubishi Pajero ($20); **Rear coil springs** from older Rangie (They have been in the shed for a few years, not sure of exact details) ($20); **Dickie seat** (2 seater) to suit Nissan Patrol (88 model) ($50)

Side steps to suit Nissan Patrol(88 model) ($50); **Haynes manual** to suit Nissan Patrol 88-97 ($10); **Gregorys manual** to suit 1900 Torana LH-LX & Sunbird LX series ($10); **Gregorys manual** to suit Torana LH-LX 6cyl ($10); **Assorted spares to suit Austin A40**, includes windows, fuel pump, manifolds, manual, distributor and assorted items ($80); **Set of new balljoints** to suit HQ-HZ (with nipples) ($50); **Starter motor** to suit HQ-HZ V8 ($50)

Rod Cahill 02 6296 2742

SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

PO BOX 661, FYSHWICK ACT 2609

MEMBERSHIP

Categories of Membership

Full details of the categories of Membership of the Southern Tablelands Four Wheel Drive Club Inc. (ST4WDC) can be found in the Constitution of the club. The following is a summary of the key differences:

'Owner' Member

Owner membership of the Club may be open to any person interested in the furtherance of the objects of the Club, who is an owner or part owner (at least 10%) of a four wheel drive vehicle registered in Australia. The partner of an owner-member has all the privileges of an owner-member.

'Associate' Member

Any person interested in the furtherance of the objects of the Club may be eligible for associate membership and entitled to vote at any general meeting but shall not be entitled to a vote at the annual general meeting or at any special general meeting. An associate member is not able to be a committee member of the club.

'Competition' Member

Any person interested in the furtherance of the objects of the Club but wishing to join the club for the principal purpose of participating in 4WD competition events may join as a 'Competition Member'. A competition member is not entitled to a vote at the annual general meeting or at any special general meeting, and is not able to be a committee member.

'Family' Member

Family membership is extended free of charge to those persons who are the immediate family of an owner-member or an associate member provided that they are under the age of 21 and are domiciled under the same roof. Family Members who have already completed the Basic Driver Training course are not required to pay the Joining Fee if they become Owner Members before their 22nd birthday.

'Life' Membership

Life membership of the Club may be extended to any owner member who has been a member of the Club continuously for at least 10 years and has in the opinion of the Club Committee, contributed significantly to the endeavours of the club. Life members pay no annual membership fee.

Approval of Membership

Applications for membership of the ST4WDC are subject to approval by the club committee. The Club reserves the right to refuse a person membership. Reasons may be given at a meeting of the committee and the applicant.

Membership Entitlements

Membership of the ST4WDC entitles Owner Members (including Partners), and licensed Family Members to attend the Club's training courses and to make use of the Clubs 700ha property Talooge Park. Participation as a driver on other than Grade 1 trips requires successful completion of the Basic Driver Training course, or recognised equivalent prior learning / qualification approved by the Club's Education Coordinator. Grades 4 and 5 trips also require advance training. Details of Trip Grading can be found in ***Southern Trails***, the Club magazine issued monthly (except January) to all Owner Members and Life Members.

Membership Fees

An initial joining fee and an annual membership fee are payable as follows:

Membership Category	Joining Fee	Annual Membership
Owner Member	$230(Note 1)	$100 (Note 2)
Associate Member	Nil	$50
Competition Member	Nil	$50

1. A re-joining Member may be entitled to a reduced fee
2. The Annual Membership Fee for new applications received after the July General Meeting is reduced to $50

The Club membership year extends from 1 January to 31 December.

To Join the ST4WDC

Please complete the New Member Application form on the reverse and forward with your cheque / money order to:

Membership Secretary, ST4WDC,
PO Box 661,
Fyshwick Act 2609

Payment can also be made by Bank Transfer to: Account Name: ST4WDC; BSB 112-908; Account 040 037 027 - please include your name as a reference to identify the payment. You may also attend a monthly meeting (held on the second Tuesday at Canberra Deakin Football Club, Grose St, Deakin at 7:30PM) and hand the form and payment (cash acceptable) to the Membership Secretary who can be contacted at Membership@ST4WDC.Org.au

SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

PO BOX 661, FYSHWICK ACT 2609

NEW MEMBER APPLICATION

Membership requested (Tick): ☐ - **Owner Member** ☐ - **Associate Member** ☐ - **Competition Member**

Please complete the following. Completion of shaded boxes is essential, others are optional.

If applicable, attach details, including date of birth, of nominations for Family membership.

Essential entries	**Member 1**	Member 2 (Partner)
Preferred **first name**, **last name**:		
Address:		
City/Suburb:	**State:** **Postcode**:	
Home Phone:		
Work Phone:		
Mobile Phone:		
Home Email:		
Work Email:		

As a means of rapidly disseminating priority information, the Club occasionally makes use of Email to all members who have provided an Email address (which is hidden from other recipients), or SMS to all those who have provided a Mobile Phone number. You will receive these automatically unless you indicate otherwise. ***Default*** *is shown in* ***Bold Print****.*

Accept Club SMS:	**Yes** / No	**Yes** / No
Send Club Email to:	**Both** / Home / Work / Neither	**Both** / Home / Work / Neither
	Of the EMAIL Addresses provided above	
Vehicle (Make & Model):		
Registration (Please include State if not ACT):		
	Registration details are requested as they are used for log-on to the 'Members Only' portion of the web site.	
Occupation:		
Employer:		

How did you find out about the ST4WDC?

Signature(s)*: Upon acceptance of this application, then for the duration of my membership, I agree to abide by the Constitution and By-laws of the Southern Tablelands Four Wheel Drive Club Inc, as they apply from time to time.

Signed:	
Date:	

Payment of fees ($ . . . . .) made by (Please indicate): Cheque (enclosed) / Money Order (enclosed) / Bank Transfer / Cash

Completed Form and payment should be submitted to the Membership Secretary at a monthly meeting or mailed to the above address.

Membership Secretary use only.

Form & fees received: ..... Fees forwarded to Treasurer: ..... Application Accepted: .....

Joining Fee paid $..... Total received: $..... Receipt Number: .....

Database updated: ..... Membership package despatched: ..... Membership Card Issued.....

Other comments: .....

Revision 1 – Feb 09